

FINANCIAL.

THE FIRST-BRIDGEPORT NATIONAL BANK

CHARLES G. SANFORD, Pres.
F. N. BENHAM, Vice President
O. H. BROTHWELL, Cashier

SECURITY AND CONVENIENCE

This institution is the oldest and largest bank in Bridgeport, with total resources amounting to over Two Million Dollars. Our business is conducted in a conservative manner, our depositors receiving prompt, careful and courteous attention at all times.

CAPITAL AND SURPLUS \$1,100,000

INTEREST

Allowed on Balances Subject to Check

T. L. WATSON & CO. BANKERS

Established 1866
Stocks and Bonds
Private Wires to New York, Boston, Philadelphia
Cor. Main and John Sts.

PEOPLE'S SAVINGS BANK

MARBLE BUILDING
924-926 MAIN STREET

DEPOSITS \$5,025,213.75
SURPLUS 152,000.00

Receives deposits of \$1 to \$1,000 in each calendar year

Pays FOUR per cent. interest Dividends payable January 1st and July 1st. Interest begins on the first of month following deposit.

THE BRIDGEPORT LAND & TITLE CO.

169-171 STATE STREET

Real Estate bought and sold. Rents collected.

General care taken of property.

D. F. WHEELER, Pres. & Treas.
EGBERT MARSH, Vice-Pres.

SAVING ON A SALARY

Working for a salary does not mean that living expenses should consume all your earnings. The man who works week after week and spends the money as it comes in is throwing away every chance of independence.

Begin saving today—lay aside a few dollars now and you will have made a start.

We pay 4 per cent. interest on all savings accounts, and this added to the principal will soon lay the foundation of a competence.

CITY SAVINGS BANK

946 MAIN STREET
BRIDGEPORT, CONN.

BRIDGEPORT Savings Bank

Cor. Main and State Sts.
Incorporated 1842

Deposits received from \$1.00 upwards

Interest at the rate of 4 per cent.

Loans made on real estate

JOHN F. KEANE & CO.
MAIN & JOHN ST. BRIDGEPORT, CONN.

THE Overcoat Store OF BRIDGEPORT

Snug, ready for service garments—the equal of custom made—but lower in price. Ready for yours?

At \$15, \$18, \$20 and \$25

for example, our lines are especially strong in fine fabrics and splendidly finished garments. Whether Overcoat or Suit—we have confidence that you will find at any price you plan to pay from \$15 and upward exceptional values here.

Boys' and Children's wears—Suits, Overcoats and Furnishings—splendidly ready!

Warmer Underwear, Shirts in new patterns. Gloves, Hats, in the wanted styles. Sweaters, Pajamas, etc.

A FISH MENU? YES?

Let us make Suggestions

OYSTERS ON THE HALF SHELL
OYSTERS FOR STEWING OR FRYING
BLUEFISH BASS HARBOR BLUES
YELLOWFIN SEA TROUT WEAKFISH
SMELT PERCH
SALMON HALIBUT COD
ESCALOPS CRAB MEAT
CLAMS LOBSTERS

HAYES' FISH CO.
629 WATER STREET Telephone 412
THE MARKET OF QUALITY

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Dealer in all kinds of Live Stock and International Endless Apron Manure Spreader. Agent for Swift Lowell Fertilizer.

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Combinations of Hose, Tie and Handkerchief, in plain colors, all matched, are very popular, and come very attractively boxed and sell for \$1.00 the set.

KERR & BURNES TAILORS AND FURNISHERS
Stratford Hotel Building
BRIDGEPORT, CONN.

—ON THE BOSTON POST ROAD—
Private Dining Rooms
STEAKS, CHOPS, LOBSTERS, Etc.
Special Attention Given to Telephone Orders
DUDLEY J. STAFFORD

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1000 SEAVIEW AVE. WET WASH, ROUGH DRY AND MANGLE WORK.
THOMAS L. LOWE Prop., formerly of Wells & Lowe
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On the Boston Post Road. Private Dining Rooms. Steaks, Chops, Lobsters and Rarebits. First Class Cafe.
Special Attention to Automobile Parties. MRS. L. C. PIKE, Prop.

THE OLD HOMESTEAD CAFE

CORNER EAST MAIN AND WALTER STREETS
Finest Wines, Liquors and Cigars in the City. Hot and Cold Lunch Daily
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Estimates given on all kinds of Exterior and Interior Painting of every description. None but practical painters and decorators employed and the best of lead and oil used. Let us figure on your wants in our line. Dealers in Paints, Oils, Varnishes, Brushes and Wall Papers and Room Mouldings.
PICTURE FRAMES MADE TO ORDER

THE JOSEPH P. COUGHLIN CO.
777-783 EAST MAIN STREET

THE BRIDGEPORT TRUST CO.

Capital and Surplus...\$300,000
Banking in all its branches.
Deposits received subject to check.
Department for Savings.
A legal depository for trust funds.

167-171 STATE STREET
F. W. MARSH, President
E. H. JUDSON, Treasurer

WE HAVE THE REPUTATION FOR PROMPT DELIVERY

We don't dilly dally—we act! We have good men, good horses, good wagons and

GOOD COAL

Phone us your order

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ARNOLD COAL CO.

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NOV. 9TH TO NOV. 13TH
S. Loewith & Co.
AGENTS
Tel. 99 116 BANK ST.

WANT ADS. CENT A WORD.

REPRESENTATIVE CHANDLER'S POSITION

Wants Public Utilities Commission to Safeguard Public Interests.

Representative George B. Chandler, of Rocky Hill spoke at the annual meeting of the Connecticut Business Men's Association at Waterbury, Thursday on the operations of the New York, New Haven & Hartford Railroad company in this state and the desirability of a public utilities commission. He said in part:

I may perhaps be permitted to say a word on behalf of the overshadowing corporation in the state of Connecticut, with which I am affiliated, of another, I find myself in this state of periodic controversy. At no time has anyone ever heard me, publicly or privately, express feeling of hostility to the New York, New Haven & Hartford railroad. As a member of the General Assembly I have some times expressed my criticism of legislation which has been a mistaken one, but the broad lines of its general policy have commanded my admiration from the time when I first began to take note of its tendencies. I stated on the floor of the House, and am glad to re-state now, that, as a citizen of Connecticut, I am proud of that corporation. As a citizen of the state, I am ambitious for the realization of its ambitions. I share in the pride of the consummation, at last in sight, of President Mellen's statesmanlike dream of an all-New England railroad system, one great unified network of transportation lines extending from New York to Boston. Me. I see in it the possibility of new and consolidated terminals in the city of Boston. I see the possibility of through sleeping cars the year around from Maine to New York. I see the co-ordination and expedition of freight traffic. And, turning my eyes in the other direction, I see the vision, soon to be realized in fact, of a massive steel span flung across Hell Gate to Long Island, linking Connecticut with the Great Pennsylvania system, which has thrust a tube beneath the bed rock and slime of the North and East rivers and bored under the streets of Manhattan to the gateway of a metropolis terminal—a marvel of modern ingenuity and enterprise. All honor to the president, directors, engineers, officials and attorneys who have worked out this comprehensive scheme of transportation for the service of the state of Connecticut and are rapidly bringing it to fruition. I think you at the business men of Connecticut wish to insure that property? Think you that any commission created under the authority of the General Assembly could survive a year, if it aimed unjustly to hamper or restrict or impede that corporation?

Why then, say you, do we need any regulation? Why cannot we trust the enlightened self-interest of the corporation itself to care for the best interests of the state? Edward D. Robins, chief counsel for that corporation presented before the special joint committee on public utilities, of which I was a member, a remarkably strong, temperate and convincing argument along these very lines, an argument that is not to be whistled away by demagogues. But at the conclusion of his series of harangues I was still of the opinion that supervision through power delegated to a small board of experts was better than direct regulation by an unwieldy bicameral assembly.

We need supervision primarily on account of New England's peculiar position of industrial isolation. A speaker at the recent convention of the Connecticut Valley Waterways Association at Hartford characterized Connecticut as being "betwixt and between" with the neck of the bottle at New York city. This is not strictly true, because of the Ontario & Western outlet. But, Connecticut is, indeed, all New England, maintaining herself in the industrial world against tremendous odds. She goes to the iron mines and coal fields of Pennsylvania, to the middle West, and ships her fuel and raw materials hundreds and in some instances thousands of miles across the steep grades of parallel ranges and mountains and hills. She turns out this material in the form of finished product and reships it back to the markets of the country over substantially the same route. She holds this artificial supremacy through her brains, capital and skillful labor. Every one of these routes is controlled in the big yellow building at New Haven. Even the water transportation has been gradually brought into the control of that company. With a few negligible exceptions it may be fairly said that the industrial life and death of every manufacturer, every merchant that is dependent upon a manufacturer, every employee that works in the factory of a manufacturer, every farmer that depends for his market on the payroll of a manufacturer, indeed the whole fabric of our industrial and commercial life, hangs on the will of the small group of men who sit upon the directorate of one corporation, the New York, New Haven & Hartford Railroad.

Traders and transporters are the artery through which we draw our industrial life blood, and the hand of a benevolent despotism at all times rests lightly at our throat. Without any efficient machinery of state regulation, this does not appeal to me as a comfortable economic situation.

I said in the debate in the House, and have no reason to change my views since that time, that nothing but the character of the directorate of the road stands between the state of Connecticut and the abuses, due to reckless financing, which has scandalized the country and retarded industries in other parts of the land. No man knows whether corporate development is in its infancy, or its maturity, or its old age. Great and dramatic movements have taken place in the railroad world in the last decade. Some have happened in New England. One morning the president of the Boston & Maine railroad woke up and found that Charles S. Mellen owned a controlling interest in his railroad, and some morning Mr. Mellen may wake up in turn, and find that another group of capitalists, whose interests are not New England interests and whose ambitions are not for the benefit of the state, are in control of his property. If that time ever comes, does not Connecticut wish to be in a position to have something to say about the safeguarding of her own existence?

No man knows what industrial interests this new group of men might represent. The ramifications of transportation into the field of industry are subtle and far-reaching. Great movements have been taking place. When the United States Steel Corporation was perfected, a policy of reorganization on a large scale was soon undertaken, methods of economy were introduced, some plants were abandoned and others established nearer the base of supplies. You say, and say properly, that this contingency is improbable in connection with the diversified and long established industries of New England. I admit it. But a gradual division through negoti-

impossible and it is the duty of the state of Connecticut, through its General Assembly to guard against possible disaster. We all recall the intolerable condition into which the New York company allowed the Boston & Albany to drift, and I am in a position to know at first hand the determined and successful work which the Massachusetts railroad commission performed in correcting the abuses and safeguarding the interests of the people of that commonwealth. The work was done without agitation, without blare of trumpets and without legislative tinkering.

New England is as dependent upon its railroads as Old England is upon her merchant marine, and it behooves her to guard them with equal jealousy. I know of no governmental device so well calculated to perform this function thoroughly, justly and safely as a small, high-salaried commission, appointed by the governor and standing at all times full in the eye of the public.

FAIRFIELD

Thursday last was the 29th anniversary of the wedding day of Rev. Dr. and Mrs. Frank S. Child. During the day a number of friends called to offer their congratulations and in the evening at the Harvest Supper at the church, the bride was complimented by many more friends.

Mr. and Mrs. Sarlain are reported to have returned home from their wedding trip to Washington and Norfolk.

Rev. and Mrs. Truett, who have charge of the gospel wagon which has come to town, and been placed by the side of the road, nearly opposite Beckwith's lot, are reported to think Connecticut is a hard state in which to arouse religious interest. Mr. Truett said yesterday that they had penetrated as far as Bridgeport, but now they have turned back and are on their way to New York state where they came from. He drew good sized crowds in Portchester, but has had hard luck since he crossed the line into this state. Stamford did not pan out very well, and Westport was little better. Mr. Truett went into the gospel wagon business about one year ago. It is thought that if he remains in town over All-Hallowe'en the boys will play some sort of a joke upon his outfit.

A box of marble letters has arrived at the library which are to be placed upon the facade of that building, in place of the pasted-on letters which for some weeks past have spelled the legend: "Fairfield Memorial Library." A number of ladies at the Harvest supper sent a beautiful plate of good things to John E. Boyle, who was unable to be present on account of the rush of business.

One of the law were scouring Southport all yesterday afternoon, searching for a woman charged with breach of the peace and abusive language. It was she was hiding under an assumed name.

Gov. Pennewell of Delaware was in town for a short time yesterday, the guest of Mr. William B. Buckalew, the proprietor of the aluminum foundry. The Governor visited the foundry and examined the castings, many of which are intended for automobiles.

Mrs. Leroy Clark of Hoyden's Hill is visiting in Moodus.

Water Jennings is attending college in Bridgeport.

Mrs. Edward Brotherton of Cross Highway has been visiting on Greenfield Hill.

NEWTOWN

At the last meeting of Eagle Rock Circle Companions Mr. and Mrs. William Egan were pleasantly surprised with a complete silver set. Mrs. Egan who was Mrs. M. Gaffney has been a popular and active member of the circle holding the office of Financial Secretary since its organization some few years ago. Mr. Egan holds the office of Deputy. Both are held in high esteem and is demonstrated by the beautiful gift presented.

Mrs. Lucy A. Cavanaugh passed today in the Park City.

Miss Unice Pendleton of Bridgeport is the guest of Miss Abbie Peck.

Prof. C. E. Cooke, Miss Bessie Mitchell and Miss Lulu Roberts attended the teachers' convention in New Haven Friday.

William A. Honan passed today in New York city.

Mrs. Anna Lang is enjoying a few days visit with friends in Waterbury.

Mrs. Alfred Peterson has returned from a visit with her daughter, Mrs. Fred Kane of New Haven.

Mrs. Katherine Ward of Walnut Tree Hill moved her household goods to Bridgeport this week.

Mrs. Charles E. Beers and Mrs. Alda Ashworth of Watertown, passed a day this week in Roxbury.

Miss Catherine Farrell passed today in Danbury.

POINTS OF INTEREST.

Necklaces. Necklaces are popular. Chains and pendants are shown in dainty designs set with amethysts, topaz, turquoise or other jewels. The chains are slight and intertwined across the front, collar fashion. A full line of neck chains of all styles will be found at Henry C. Reid's jewelry shop, 952 Main street near Bank street.

DO YOU NEED A WATCH

Accurate to the fraction of a minute? If so visit our store today. We offer the new time models in Howard, Hamilton, Elgin, Waltham, Illinois Watches, priced from \$8.00 to \$100.00. And each case and movement sold with a guarantee that hold good.

M. J. BUECHLER
The Reliable Jeweler
58 FAIRFIELD AVE., Near Middle St.

THE LIBERTY

Office and Salesroom,
1029 Broad St.

Laborde's.
Near Arcade

SPECIAL OFFER Princess Dresses

of all wool cloth in black, navy, slate, etc. Sizes 32 to 44 bust,

\$7.69

We have in stock a good assortment of dresses in all grades.

GEO. J. LABORDE
French Store
991 Main Street
Near Arcade.

ACORN STOVES AND RANGES

Large Line, All Prices—No Better Can Be Had
THE WENTWORTH FURNITURE CO., Inc.
COMPLETE HOUSE FURNISHERS, 115 JOHN ST.

\$1 --TURKISH BATHS-- \$1

KEEP YOU IN PERFECT HEALTH AT
HOTEL ATLAS
Elegant Hotel Apartments Unsurpassed Grill Room and Cafe

DR. WM. McLAUGHLIN, DENTIST
FORMERLY AT 688 MAIN STREET, NOW LOCATED AT
ROOM 38, SANFORD BUILDING TELEPHONE

BROCH'S Delicatessen Specialties

NEW SAUER KRAUT NEW DILL PICKLES
NEW SCOTCH VOLL HERRINGS

IMPORTED SCHMITT BOHNEN, 1/2 tins.....15c, 25c, 50c
FRENCH PEAS15c
CAN RIPE OLIVES, in quart tins.....25c

GERMAN DINNER (Served Daily in Our Restaurant) 25c
MOERLEUS CINCINNATI BEER ON DRAUGHT

G. BROCH & SON, 870 Main St.
TELEPHONE DELIVERY

THE CORRECT FASHIONS

for Autumn and Winter are completely illustrated in the Fall numbers of the Fashion Magazines, which we now have on sale.

Post Office News Store 11 Arcade

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30c-BUTTER-30c
FRESH FROM THE CHURN
Telephone—GEO. A. ROBERTSON—589 130 STATE STREET

HOMECAFE

CHOICE WINES, LIQUORS & CIGARS.
New Management. Strictly Up-to-date.
Hot Lunch All Day
DAN COONEY, Proprietor
Corner Cedar and East Main Street.

KEITH'S--The Varsity Pharmacy
PRESCRIPTIONS A SPECIALTY
FAIRFIELD AVE., COR. PARK AVE. Phone 1447-2--Day or Night. H5-11

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WATER STREET, OFF. DEPOT
EUROPEAN PLAN
ROOMS 50 CENTS AND UP
Private Dining Rooms. First Class Cafe. EDW. FARRELL, Prop.

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WILL PAY THE HIGHEST PRICES FOR SCRAP IRON AND METALS.
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FOLEY'S ORINO LAXATIVE

for all stomach troubles--indigestion, dyspepsia, heartburn, gas in the stomach, bad breath, sick headache, torpid liver, biliousness and habitual constipation. Pleasant to take.

F. B. Brill and Curtis Pharmacy, Bridgeport, Conn.